### DEMURRAGE PROBE, TOO.

Upstate Public Service Board to Hold Hearings Throughout State.

Albany, July 20.—Notices were sent to ship-pers and manufacturers all over the state by the upstate Public Service Commission to-day saying that an investigation of car service and densurrage had been begun under the public service commissions law. Under that law the commission has broad authority to take up these important subjects in every phase, to investigate and to make and enforce regulations governing the furnishing of cars and their use and demurrage charges

Hearings will be held in different parts of the state, at which the commission desires the attendance of shippers and manufacturers with specific information. The inquiry will be directed especially toward learning the exact conditions as to car service and the particular features in which the rallroads fall to meet the demands of shippers. The subject of demurrage charges, which underlies all this question, will not obtain so much attention at first, the understanding is, as the pursuit of knowledge which will show the exact faults of the railroads' service to shippers and small consumers and the efforts to right these abuses immediately.

This inquiry is the first subject of general imrtance taken up by the upstate commission. at is one which, it is known here, has engaged Governor Hughes's attention for careful study, and the attention of the commission was called to the importance of this problem early in its existence. For several years complaints to the old Railroad Commission had been numerous. especially from farmers and produce men and small manufacturers in outlying districts of the etnic, that cars never could be obtained as promptly as wanted, nor frequently in the numpromptly as wanten, nor irequency in the name ber desired. Farmers in some parts of the state have been forced to let valuable crops spoil in part because they were unable to ob-tain proper transportation facilities to get their products to a market. Another phase of this subject has been the delay to shippers by the consigned to manufacturers and dealers in smaller towns. Sometimes complaints have been made that freight was dumped on such smanufacturers by three and four cars at a time, swamping their facilities for unloading the cars and solvenments. the cars and so compelling them to pay demur-At present practically the whole question of

demurrage, and therefore practically of car ser-vice in this state, is in the hands of three as-sociations whose members are the railroads. They are the Central New York Car Service As-Securition, with offices in this city; the Western New York Car Service Association and the New York and New Jersey Car Service Association. These organizations make the rules governing demurrage charges. The various railroads, through the Car Service Association, employ one agent to collect demurrage charges for all, thus putting the shipper into their hands even if he has two or three rallroads at his disposal. Charges have been made that they frequently establish an "embargo" against producers, manufacturers or shippers in a certain part of the state if the consignees of these shippers are not able or do not unload the cars promptly, thus tions of persons entirely beyond his control. The old Railroad Commission never had any particular authority to deal with this subject, and although complaints of all sorts were nume never took it up especially, though legislation dealing with it was recommended. The notice sent broadcast to shippers by the

Commission was as follows:
Notice is hereby given that this commission has undertaken the investigation of car service and demurrage charges, pursuant to the provisions of Chapter 429 of the laws of 1907, and that beganing about September 1, 1967, public hearings will be given therein. The general object of such hearings is to enable the commission to ascertain the actual workings of the rules and regulations adopted, and now in force, in these matters by corporations operating in the Second District, the grievances of shippers and consignees and the most practicable methods of redressing any such grievances. Persons and corporations desiring to be heard are respectfully requested to collect, collate and arrange facts which they think proper to be brought to the attention of the commission, in the most concise and orderly form possible. Vague or general statements will be of no assistance to the commission, and will tend to delay rather than expedite the inand will tend to delay rather than expedite the in-

Information is desired upon the following points, which are suggested, as a few of many, for the purpose of indicating that parties having grievances should state clearly the specific grounds of complaint and offer concise suggestions, if any, as to what extent have shippers and receivers of

(a) To what extent have sappers an recovery freight suffered (1) from bunching of cars on delivers, (2) from failure to furnish cars with a reasonable promptness, (3) from failure to forward cars with proper dispatch.
(b) What rules should be adopted to cover the

(b) What rules should be adopted to cover the foregoing cases.

(c) Should the local agent be permitted for any reason to extend the free time allowed for loading and unloading, and if so, for what reason.

(d) What extension of free time should be permitted by reason of weather conditions. Those interested in the proposed inquiry will be guided by the following suggestions:

1. Hearings will be had in various places in the state to be designated by the commission. Ample motice of the times and places will be given through the public press and in such other menner as is deemed most adequate.

2. Persons and organizations desiring a hearing at any given place should file a written application therefor at once to enable the commission to arrange a schedule of hearings.

range a schedule of hearings.

3. Persons desiring to present for consideration any proposed rule or regulation should formulate the same and submit five copies thereof, together with a written statement of the reasons favorable

40 its adoption.
4. Relironds and car service managers will be required to prepare and furnish tabulated information regarding the practical workings of the rules now in force by the respective companies. Any Euggestion as to data desired to be supplied by the relironds and car service managers should be submitted at once.

mitted at once.

f. All communications, in respect herete should refer to "Circular No. 2," and be addressed to the secretary of Public Service Commission of the 2d

#### District, Capitol, Albany. ATCHISON TREASURY SUPPLIED.

### Report That Road Has Plenty of Ready

Money for Present Needs. An official of the Atchison said yesterday that

the company had more than \$15,000,000 cash In its treasury, including the \$3,000,000 or \$4,-000,000 proceeds of the rent bond issue to stockholders, and was the fore not in any immediate need of money. He said that all the bonds had been sold to stockholders or those holding the "rights," and that no steps had been taken as yet to sell the unsubscribed portion of the \$26.000,000 issue. There was no truth, he said, in the report that the executive committee will meet on Wednesday to consider the sale of the remainder of the bonds.

It was officially announced that subscriptions for \$9,500,000 had been received, and that delayed subscriptions might bring the total close to \$10,000,000. It is understood that some of the subscriptions have been paid in full.

### IS YOUR FRIEND ABROAD?

And would you like to reach him? . .

# Inquire at the main office of

Where no doubt a schedule of his trip will be on file.

June Exceeded May in Exports Over 90 Per Cent.

According to official statistics the exports of fin-ished iron and steel material through New York and other Eastern seaboard points show an increas of more than 90 per cent compared with the previous thirty days. There were 38,641 tons of rails, billets, wire, nails, pipe and structural material, etc., consigned to foreign countries in June. In May the total was but 29,495 tons. In June of last year the exports were 29,746 tons. More than eight times as much iron and steel was shipped through this port last month as was handled through Philadelphia and Baltimore combined. The exact ton nages were: New York, 24,335 tons; Philadelphia, 2,439 tons, and Baltimore, 1,867 tons.

The principal increase last month was in steel calls. The leading shipments went to the Far ralls. East. The steel billet exports were all made to England. South Afgica was the chief buyer of wire, while nails went in about equal proportions to South America and Europe. The pipe exports

were mainly for European account.
In June 19,021 tons of steel rails were sent abroad, against 16,637 tons in May. For use in the construction of the extensions to the Japanese government railway system in the north of the Island 11,454 tons were sent in three lots, while 3,494 tons went to South America. For use in the building of a branch of the Mexican Central 807 tons were shipped, while 345 tons were sent for the Manchester corporation railways and a smaller lot for the municipal traction system in Glascow.

the municipal traction system in Glasgow.

The steel billets exports were a total of 2.422 tons, 1,357 tons going to Manchester, in three lots, while the balance was consigned in two shipments to Liverpool. The foreign consignments of wire, nails and pipe totalled 9.945 tons last month, whereas they were in May but 4.555 tons.

The wire shipments represented 3.555 tons in June 1.555 tons in

as they were in May but 4,5% tons.

The wire shipments represented 3,5% tons in June; 2,725 tons to South America, 2,6% tons to the Argentine Republic, in four lots, while 49 tons, in two shipments, went to Chill, and Brazil received three lots, aggregating 273 tons. To South Africa 344 tons went forward in one lot; 4% tons were shipped to Europe. The total of wire nails shipments was 1,844 tons.

The pipe exports represented 2,5% tons, 2,3% tons of which went to Europe. Other shipments were made to the Phillippinea, Queensland, Japan and Chill. Of miscellaneous material, such as structural steel, beams, blooms, bars and galvanized from, 8,15% tons were shipped in June, as against 2,105 tons in May. Last month's exports comprised 4,200 tons of structural steel to Panama and 1,300 tons of bridge material to China.

### TO TAKE TOURISTS TO THE ORIENT.

#### Return of S. G. Tabet, Who Will Make Up New Parties.

Salem G. Tabet has returned to this city after conducting a party of tourists through Egypt, the Holy Land, Syria, Turkey, Greece and the Mediterranean generally.

Mr. Tabet while abroad was also engaged in planning novel tours for the forthcoming season of 1907-'08. As luxury, even in countries like Syria, where railroads are practically unknown, is demanded by tourists, Mr. Tabet has made arrangements for the comfort and constant en-

tertainment of those who go with him.

Mr. Tabet while at Beirut met Salem Ibu el Sa'oud, a powerful prince of the Syrian desert, on his way to pay homage to the Sultan at Constantinople after a stinging defeat given by El Sa'oud to El-Raschid, a creature of the Sultan, Mr. Tabet's parties penetrate into the utmost known and accessible parts of Egypt and other Oriental countries.

### TOBACCO TRUST WILL NOT GIVE UP.

#### Report of Division Into Many Corporations Denied by Officer.

A representative of the American Tobacco Company said yesterday that there was no truth in the published report that the company was planning to divide the trust into nominally independent corporations, so as to meet the approval of the government, hefore the latter's suit for monopoly comes up for trial.

"This denial can be put down as coming from Mr. Duke and the other officials of the company," he added, "We will make answer to the government's complaint in the proper place—that is, in the United States courts."

Edwin P. Grosvenor, special assistant to the Attorney General, also doubted the truth of the report. Neither Mr. McReynolds nor himself had had, he said, any intimation from the tobacco concern that its managers were in a contrite mood for their alleged sins and were ready to confess their monopoly of the tobacco business.

### NEBRASKA EXPRESS LAW STANDS.

#### Federal Court Denies Injunction Restraining 25 Per Cent Decrease in Rates.

Omaha, July 20.-Judge Munger, in the United States District Court, to-day, declined to issue, as asked for by the five express companies, an injunction restraining the State Railway Commission and the Attorney General from the en-forcement of the law passed by the Legislature reducing express rates in Nebraska 25 per cent from the schedule of January 1, 1907. The comoanies affected are the Adams, American, United States, Wells-Fargo and Pacific Express com-

### TENNESSEE OIL INDICTMENTS STAND.

#### Standard Officers in Indiana May Be Summoned to Answer 1,524 Counts.

Memphis, July 19.-Judge McCall, of the United States court, decided to-day that the federal grand jury which returned an indictment of 1,524 counts against the Standard Oil Company was acting within its jurisdiction. Standard Oil attorneys had made a motion to quash the indictments, alleging that the federal grand jury of this district did not have the power to indict officers living in another state, even though the alleged crimes were committed in Tennessee. This motion Judge McCall has over-ruled. The effect of the decision will be that officers living in Indiana may be brought here to testify. The Standard Oil Company was indicted for forming alleged illegal combinations with certain railroads on freight rates to shut off competition

### THE WEEK'S BANK CHANGES.

 July 13.
 July 20.
 Changes.

 Loans
 \$1,104,835,960
 \$1,06,250,960
 Inc. \$414,100

 Specie
 201,518,060
 204,748,260
 Inc. \$2950,306

 Legal tenders
 72,479,000
 72,597,600
 Dec. 181,400

 Deposits
 1,079,759,800
 \*1,072,961,300
 Inc. 2,231,500

 Circulation
 50,321,700
 50,382,300
 Inc. 60,900

\*United States deposits included, \$27,777,900. The following shows the relation between the total reserve and the total deposits on the respec-

tive dates: 

Totals .... \$274,567,060 \$277,335,900 Inc. \$2,768,900 Cash required ag't deposits 207,689,950 208,247,825 Inc. 557,875 Reserve ... \$6,877,050 \$9,088,975 Inc. \$2,211,025 The following are the changes for the correspond-The following are the changes for the corresponding week for the three preceding years: 1906—Loans increased \$9,435,200, cash increased \$11,762,609, deposits increased \$29,807,200, and surplus reserve increased \$6,560,200. 1905—Loans increased \$15,608,600, cash increased \$15,008,600, deposits increased \$18,380,600, and surplus reserve decreased \$4,572,300. 1904—Loans increased \$12,239,600, cash increased \$11,614,700, deposits increased \$12,239,600, cash increased \$11,614,700, deposits increased \$12,230,600, cash increased \$11,614,700, deposits increased \$11,614,700, d deposits increased \$22,273,800 and surplus reserve

increased \$6,046,250. The following shows the relation between the re-

 
 Loans
 \$1,105,250,000
 \$1,045,968,700
 \$1,123,366,706

 Specie
 204,768,300
 139,963,300
 \$22,199,500

 Legal tenders
 72,567,300
 \$7,509,500
 \$9,109,000

 Deposits
 1,972,901,300
 1,04,739,200
 1,177,398,200

 Circulation
 50,382,300
 47,903,400
 48,913,200
 The following shows the relation between the total reserve and the total deposits on the respective dates:

 
 July 20, '07.
 July 21, '06.
 July 22, '05.

 Specie
 \$204,768,300
 \$183,068,300
 \$220,190,500

 Legal tender
 72,567,600
 \$7,509,500
 \$9,109,000
 Total reserve \$277,335,000 \$250,575,800 Total reserve ag'i deposits 268,247,825 261,184,800 Reserve ... \$9,088,075 \$19,3 Per gt. of res. 75.8

## NORTH CAROLINA CLASH OCEAN ZEPHYRS COOL SWELTERERS.

### Railroad Indictments Were Issued from Newspaper Office.

Asheville, N. C., July 20 .- Argument was resumed to-day before Judge Pritchard, in the federal court, on the writ served on Sheriff Hunter citing him to appear and answer whether the persons of District Passenger Agent Wood and Ticket Agent Wilson of the Southern Railway, under sentence of thirty days in the chain gang for violation of the new rate law, are being inlawfully held.

Division Counsel Rodman began the argument asserting that the jurisdiction had been as-ned by the United States Circuit Court, that he agents were selling tickets under a decree issued by the federal court, and that the prison-ers are unjustly held. Counsel for the state con-tended that Police Justice Reynolds, who sentenced the prisoners, was acting within his rights and that the agents should be compelled to serve their sentences or pay fines. It is beieved Judge Pritchard will not announce his de-

cision until Monday. A rule was issued to-day against J. Harmon, one of the prosecuting witnesses in the indict-ments against the Southern, citing him to show cause why he should not be attached for contempt in failing to appear yesterday, when Justice Reynolds and others were summoned to inswer charges that the indictments here were planned in and issued from the office of a local newspaper and that the witnesses were not

Police Justice Reynolds, asking permission to orrect his original testimony, admitted that the ndictments were issued from the newspaper

President Finley and General Counsel Thom of the Southern are still here. They have made no move in the matter of the fine of \$30,000 imposed by Judge Long, of the state court, at Raleigh against the Southern.

#### STATEMENT BY FINLEY.

### President of Southern Defends Right of Road to Test Law.

Asheville, N. C., July 20.-President Finley of the Southern Railway gave out a formal statement to-night, bearing upon the railroad cases now before Judge Pritchard. Mr. Finley, after explaining the character of the cases, declares such have from time to time been filed in a large number of states, and have heretofore gone on in an orderly way to final settlement. He recites how the public is protected by the railroads giving coupons to purchasers of tickets covering the difference between the old and new passenger rates fixed by the Legislat-ure, and the statement is made that the whole case can be disposed of in a few months.

He further says: "It would seem to be per-fectly plain that if an individual or corporation believed itself to be in danger of deprivation of its property by legislation it should be atlowed the privilege of having the validity of the legislation determined in an orderly method. If ours is to be a government of law and not of man, then surely no litigant should be deprived of a fair opportunity of going into the courts to protect his rights. The Southern Railway Comprotect his rights. The Southern Railway Com-pany is bound to protect its property, not only in the interest of its owners and creditors, but also in the interest of the whole public. It has a right and duty to appeal to the law for its protection. It is not in the right or in the in-terest of the people of North Carolina that the ability of the transportation companies to per-form the public services and to the services. form the public service and to enlarge and inshippers shall be destroyed or diminished."

### TO TEST VIRGINIA TWO-CENT RATE.

## Probable that State Will Deliberately Vio-

the validity of the two-cent passenger rate order of the State Corporation Commission, an injunction against the enforcement of which was recently granted by Judge Jeter C. Pritchard, of the United States Circuit Court.

A conference of the Governor, the Atterney Gen-eral and the Corporation Commissioners has been

and the Corporation Commissioners has been called for Monday morning to discuss ways and means. It is probable that the state will deliberately violate the injunction for the purpose of bringing the matter to a speedy determination.

DEEP SEA FISHING ON THE ANGLER.

The deep sea fishing trips of the steamer Angler,
Captain "Al" Foster, are being made daily to the
banks. Many who go do not fish, but take the outing to get away from the city's heat. There is
always coolness on the banks, and there is no noise,
of course. It is a trip that can be retreated with urse. It is a trip that can be repeated with

### FOOD ASSOCIATION RESOLUTIONS.

Norfolk, Va., July 20.—The Association of State and National Food and Dairy Departments before adjourning sine die yesterday adopted resolutions recommending that the guaranty clause in the pure food act be condemned; that the Secretary of Agriculture receive more power and money to prosecute violators of the pure food laws, and that sanitary inspection regulations be extended to small packing and slaughter houses.

A standard was adopted to prevent the use of too many drugs to preservatives and increase.

too many drugs in preservatives and improper blending of spirituous liquors.

### PENNSYLVANIA BANK CLOSED. Washington, July 20.-The Farmers' National Bank, of Boyertown, Penn., was ordered closed to-

day by the Controller of the Currency upon a re-port of Examiner Bingham showing it to be in-solvent. J. W. Scoffeld, bank examiner, has been appointed receiver. The bank has a capital of \$50,000.

Boyertown, Penn, July 20.-The closing of the Hoyertown, Fenn, July 20.—The closing of the Farmers' National Bank here, while no surprise in well informed circles, created a sensation. Several months ago the directors of the institution accepted the resignation of M. L. Hartman, who for a number of years was cashier of the bank. The trouble is said to have been caused by the cashier granting loans without proper security.

### CHICAGO GRAIN AND PROVISIONS.

Chicago, July 29.—The marked improvement re-ported in the crop situation in the northwestern part of this country caused a weak market in wheat to-day and prices declined sharply. At the close September wheat was 1%c to 1%c lower. Corn was down %c to %c. Oats were off %c to %c. Provisions were 2%c to 10c lower.

The wheat market, save for a slight firmness at the immediate opening, due to firm cables, was weak all day. Throughout the session tired and

disgusted longs dumped lines of wheat on the mar-ket. At no time during the session was the support able to meet the selling pressure. So many re-ports were received from the Northwest telling of the improved and improving condition of the crop that many holders were fearful of carrying their wheat over Sunday. From the Southwest came re-ports of clear weather and a prediction of a reports of clear weather and a prediction of a renewal of offerings of cash wheat. This, added to
the weakness and the strike at the ore shipping
ports, was also a weakening factor, it being thought
in some quartors that it portended a de-up in the
lake shipping. The close found the market weak.
September opened 1/2c lower to 1/2c higher at 923/2c
to 93c, sold between 911/2c and 93c, and closed at
911/2c to 911/2c. Clearances of wheat and flour were
equal to 192/000 bushels. Primary receipts were
587,000 bushels, against 1,104/000 bushels on the
same day last year. Minheapolis, Duluth and Chicago reported receipts of 292 cars, against 283 cars

same day last year. Minneapolis, Duluth and Chicago reported receipts of 292 cars, against 283 cars last week and 614 cars last year.

The weakness of the wheat market and the continued fine weather for the growing crop produced weakness in the corn market which lasted throughout the day. September opened a shade to ½c to %c lower at 52½c to 52½c, sold between 52c and 52½c and closed weak at 52½c. Local receipts were 24 cars, with 22 of contract grade.

The bulls in oats sold out their holdings through.

#### Oriental and Manhattan Beach Hotels Swarmed with Comfort Seekers.

The depressing humidity of New York City last week did not extend to its ocean suburb. The days have been cool and pleasant, and solid comfort was the rule at the Oriental. The demolition of the seaside theatre between the Oriental and Manhattan Beach this spring has left a fine and unobstructed ocean view for both hotels. The theatre parties which formerly wended their way to the playhouse after the fireworks every evening now find amusement by gathering at the end of the porch overlooking the fireworks inclosure and witnessing Pain's aerial display without cost of admission. Among those enjoying this performance were T. J. Oakley Rhinelander, Berry Wall, Mr. and Mrs. Gilbert Colgate, ex-Judge D. Cady Herrick, Edward Lauterbach, Mr. and Mrs. Augustus Field, Commodore M. T. Davidson, Marshall Stearn and V. P. Snyder, of the National Bank of Commerce.

Among the politicians at the hotel were Senator Platt, former Senator Warner Miller and former County Chairman Lauterbach.

The fishing in front of the Oriental this year has been unusually good, although the bluefish are not yet running. Amateurs find as much enjoyment in hauling in fluke and blackfish as if they were baiting livelier game. The best if they were baiting livelier game. The best catch of the week was made by Mr. Arial La-throp, the Albany philanthropist. It was a ten-pound blackfish, which he at once expressed to the Fort Orange Club, at Albany, with his

compliments. A party of Japanese visitors at Pain's fire-works on Wednesday evening, when the old war tunes were played during the rendition of "Sheridan's Ride," sent a written request to the management that the band be requested to play the favorite national air of Japan. They said they had heard it during the performance of the previous year, which was called "The Bombardment of Port Arthur." Their request was

### TO MAKE IMPROVED STEEL RAILS.

### Carnegie Company Will Rehabilitate Edgar Thomson Plant at Cost of \$2,000,000.

Pittsburg, July 20.—Announcement is made that the Carnegie Steel Company is to rehabilitate com-pletely the Edgar Thomson steel plant in Braddock

at a cost of about \$2,000,000.

In addition to the installation of engines for the generation of fuel gas from the blast furnaces it is said to be the intention so to change the process of rolling rails that it is believed it will overcome rolling rails that it is believed it will overcome much of the cause for complaint lately made by railroad companies. Two drastic and radical changes are to be made in the process. One is the doubling of the size of the ingot moulds used for casting the steel ingots from which the rails are rolled. The other is the operation of the plants with electric power.

It is also the purpose of the company, it is said, to build early hearth formaces to furnish rails of

to build open hearth furnaces to furnish rails of that steel when desired.

### RAILROAD SUPPLIES COST MORE. Supplies which must be purchased by a railroad cost more this year, as a comparison of prices

paid this year by the Pennsylvania Railroad Com-pany with those paid last year will show. Steel pany with those paid last year will show steel angles have increased \$1 per cent, bronze journal bearings 25 per cent, copper 22 per cent, freight car whiels 21 per cent and malleable from castings 29 per cent. Brass and tin have each increased 16 per cent, car axles and crossites 12 per cent, rail braces 8 per cent, white pine lumber 8 per cent and air brake hose 7 per cent. J. A. BLAIR LEAVES C. OF G.

### James A. Blair, it was learned yesterday, has resigned from the board of directors of the Central of Georgia Railroad Company. His resignation was caused, it was said, by the control of the property passing into the hands of a syndicate headed by Oakleigh Thorne and Marsden J. Perry.

### MARINE INTELLIGENCE.

MINIATURE ALMANAC

Sun rises 4:40 Sun sets 7:26 Moon rises 1:12 Moon's age 11

Richmond, Va., July 20.—The state of Virginia is preparing to make a determined fight to maintain the validity of the two-cent passenger.

MINIATURE ALMANAC

Sun rises 4:40 Sun sets 7:26 Moon rises 1:12 Moon's age 11

HIGH WATER.

A.M.—Sandy Hook 3:20 Nov. Island 3:40 Hell Gate 5:33

P.M.—Sandy Hook 4:16 Nov. Island 4:30 Hell Gate 6:23

# TO-DAY. From. Southampton, July 13. American San Juan, July 18. N Y & P B. Turk's Island, July 13. Clyde

*Otherokee	rk a Island July 13 Clyde
*Obblictors	ra July 7 Routh
*Columniatak	sgow, July 13 Anchor
Katherina H	selva, July 2
Nord AmericaGl	braiter, July S La Veloce
El Dia	lveston, July 13 So Pacific
Trignac	rdeaux, July 6
Montrose	eraltar, July 6
St. EgbertLo	ndon, July 6
IroquoleJa	eksonville, July 19 Clyde
YumariCh	nfuegos, July 16
MON	DAY, JULY 22.
*ViglianciaTa	mpice, July 17 Ward
*Sarnia	tytigduly 15 Hamb-Am
President Lincoln Ha	imburg, July 13 Hamb Am
Minnetonka	oden July Lif Atlantic Trans
Finland Ar	tweep July 13 Bad Star
El MarNe	w Orleans, July 17 So Pactely
El Cid Gin	lvesion, July 16 So Pacific
Armenian Le	cerpool July 12 White Star
Late Charach	unswick, July 19 Mallores
City of Memphis Sa	vennah, July 19 Savannah
	SDAY, JULY 23.
was to the same and the same and	SACRE AND MINISTER MADE
Raiser Wilhelm II. Bir	emen, July 16 N G Lloyd
- 1 Me Or 14	rischausend, July 13. Scand Am racos, July 15. Red D
Zuna	racoa, July 15 Red D
- Franklink	ion, July 16 Panama
*Caron Datasa Di	vana, July 20
W. The factor of the formatting the	risados, July 15 Prince on July 16 Hamb Am
• Townson Etc.	hua, July 8 Lamp & Holt
Marks 199	termo, July 8
Title control (Co	non, July 6
	SDAY, JULY 24.
*OceanicSii	athampton, July 17 White Star
*Caronfa	averpost, July .6
Pringess AliceBre	men, July 13 N (2 thous
Moskva Ro	tterdam, July 14 Russian Vot
Germanta	tterdam, July 14. Russian Vot ples July 11. Fatre braltar July 12. Fatre
Provencta	raltar July 12
RU CHITHIETT	THE JULY 12 THE TAXABLE THE PARTY OF THE PAR
El Valle	iveston, July 18So Pacific
The second secon	***************************************
*Brings mail.	

### OUTGOING STEAMERS.

# MONDAY, JULY 22.

TUESDAY, JULY 23. WEDNESDAY, JULY 24 

TRANSPACIFIC MAILS.

Destination and steamer.

Hawaii, Japan, Corea, China and Phillippine Islands (via San Francisco)—July 27, 6:00 p m (China)—July 28, 6:00 p m (China)—July 29, 6:00 p m (China)—July 20, 6:00 p m (China)—July 20, 6:00 p m (China)—July 20, 6:00 p m (China)—July 21, 6:00 p m (China

### SHIPPING NEWS.

#### Port of New York, Saturday, July 20, 1907. ARRIVED.

AffiliveD.

Steamer Hamilton, Boaz, Newport News and Norfolk, to the Old Dominion Steamship Company, with passengers and mode. Left Quarantine at 4:10 p m.

Steamer Ovid Girl, Cubitt, Antorgansta April 12, to Wessel, Duval & Co, with mode. Arrived at the Ear at 1:20 p m. Loans increased \$15,058,500, deposits increased \$15,058,500, deposits increased \$15,058,500, deposits increased \$15,058,500, 1904—6, cash increased \$15,058,500 titued fine weather for the growing crop produced weakness in the corn market which lasted through cash increased \$15,154,700, deposits increased \$15,154,700, decreased \$1,514,700, decreased \$

## Women's Summer Dresses

At Greatly Reduced Prices

PRINCESS, TWO PIECE AND JUMPER GOWNS, of Batiste, Dotted Mulls, Figured Swiss

and Plain Lawns,

Tub Skirts,

\$1.93

Value \$4.50

\$1.45, 2.35, 2.98

SUMMER WRAPPERS AND KIMONOS

#### of Challies, Albatross, Dotted Swiss, Plain and Figured Lawn, \$1.95, 3.75, 5.25, 8.50

Reduced from \$3.75, 6.50, 8.75 and 14.75

### High Grade French Waists

### At Decided Reductions

\$14.50, 19.50, 25.00 and 29.50

Former Prices \$21.50 to 45.00

WOMEN'S AND MISSES' WAISTS OF LINEN, BATISTE, MADRAS AND LAWN,

at \$1.98, 2.75, 3.50 and 3.95

### Choicest Imported Parasols

At About One-Half Original Prices

\$6.75, 9.75 to 18.75 Formerly \$12.75, 19.75 to 42.50

And in addition

Plain Taffeta Silk Parasols, in all desirable colorings, Value \$2.75. also Checked Taffeta Silks,

Embroidered Pongee Silks, extra quality Plain Taffeta, also black and white effects,

An Important Sale of

### Women's Undergarments Considerably Below Regular Values

Petticoats, 1.10, 1.35, 1.85 Night Gowns, 98c, 1.25, 1.95 Corset Covers, 89c, 1.15, 1.55 Chemises, 69c, 1.15, 1.45 Drawers,

### Linen Department

A SPECIAL OFFERING OF SCOTCH DAMASK TABLE CLOTHS. NAPKINS, LINEN SHEETS, PILLOW CASES AND TOWELS.

2x2 yds., \$2.00 2x2½, \$2.60 2x3, 21/2x21/2, 3.25 21/2x3, Cloths \$2.00 Breakfast size, Napkins | Dinner Size, Pair \$3.90, 4.65 Single,

Hemstitched Linen Sheets | Double, Hemstitched Linen Pillow Cases, 22x36, Pr. Dimity Bedspreads, Each 1.20, 1.65

# Exceptional Values in'

Huck Towels, hemstitched or scalloped, Doz. 2.95, 4.20

### Misses' & Girls' Summer Apparel

Misses' Jumper Dresses, in Chambray, Linen, Plain and Check Ginghams, various styles, 14 & 16 yrs, Heretofore \$4.25 to 12.75

Misses' Tailored Suits of Imported Repp & Linen, \$6.95 to 12.95

\$2,95 to 7.95

Box and Semi-fitted Coat, pleated skirt with fold, Formerly \$10.50 to 18.50, Girls' Washable Dresses, in Chambrays, Fancy \$1.50 to 5.75

Checks and Plaids, Formerly \$2.75 to 9.50, Misses' and Girls' Skirts, of Imported Repp and Linen, pleated model with fold, length 35 to 39 ins. Heretofore \$4.75 to 5.25.

### West Twenty - third Street

Help Wanted-Male.

Help Wanted-Male.

MOTORMEN WANTED. PAY AT RATE OF \$2.25 TO \$2.60 PER DAY. Wages higher than on any other street railway.

Able bodied men wanted, between the ages of 21 and 40 years, to act as

### \$1.10 per day for entire period of instruction.

CONDUCTORS WANTED. PAY AT RATE OF \$2.15 TO \$2.45 PER DAY. Wages higher than on any other street railway. Able bodied men wanted, between the ages of 21 and 40, to act as con-

motormen on the street cars of New York city. Men are paid at the rate of

ductors on the street cars of New York city. Applications for above positions must be made in person at the company's office, 153 West 50th st., on any week day, from 8 A. M. to 9 P. M. NEW YORK CITY RAILWAY CO.,

Lessee Metropolitan Street Railway System.

age passengers and make. Arrivel at the Bar at mid-night light and anchored in fog.
Steamer Homer thri, James New Orleans July 13, to Busk & Jevons in ballast. Left Quarantine at 12:55 p m. Steamer Coame, Dalton, Ponce July 11, to the New York and Porto Rico Steamship Company, with 133 passengers, mails and make. Arrived at the Par at 7 p m. Sandy Hook. N J. July 20, 9:30 p m—Wind csim; cloudy and hazy.

Steamers Philadelphia, Southampton via Plymouth and Cherbourg: Zeeland (Er), Antwerp via Dover; Mesaba (Er), London; Exruria (Er), Liverpeol via Queenstown; Neckar (Ger), Naples and Genoa; Arcadia (Ger), Ham-burg; Citti di Milano (Ital), Naples and Genoa; Astoria (Br), Giasgow.

### STEAMERS AT FOREIGN PORTS.

Gueenstown

Boulogne, July 20, 2 a m—Statendam (Dutch), Bruinsma, New York for Rotterdam via Boulogne.

Plymouth, July 20, 2:20 p m—St Louis, Jamison, New York for Cherbourg and Southampton (and proceeded), Aden, July 20—Norman Prince (Br), Davie, Yokohama, Hlogo, Kuchinotzu, Shanghal, Daitotei, Hong Kong, Singapore and Sabang for New York, Algiers, July 10—Franklyn (Br), Splatt, New York for Manlia, etc.

Taku Bar, July 15—Hudson (Br), Fenton, New York, Naples, July 16—Buropa (Ital), Mascagzini, New York, for Geno.

St Thomas, July 19, S p m—Parima (Br), Carey, New York for St Croix, etc. 1975. Chubb, New York Hong Kong, July 20—Satsura (Br), Chubb, New York via Singapore, etc. (not as before). Delagon Bay, July 19—Corfe Castle (Br), Pope, New York via Cape Town, etc. Montreal, July 20—Corstean (Br), Pickering, Liverpool.

Montreal, July 26—Corstean (Sr), Picaerma, acception of the Montreal Sall-ED.

Antwerp, July 20, S a m—Vaderland (Belg), Barman, New York via Dover.

Havre, July 20, S p m—La Touraine (FY), Fajelle, New York,

Dover, July 20, 7:38 p m—Vaderland (Belg), Barman (from Antwerp), New York,

London, July 20—Minneapolis (Br), Gates, New York,

London, July 20—Minneapolis (Br), Barker (from New York etc) Montevideo,

Buelnos Avres, July 17—Purley (Br), Barker (from New York etc) Montevideo,

Bremen, July 18, 9 p m—Rhen (Ger), Rott, New York and

Baltimore, Palermo July 18, 8 p m.—Rhen (Ger), Rob.

Palermo July 17.—Sannio (Ital) Mancini (from Genoa and Naples) New York.

Liverpool, July 19.—Georgic (Br), Roberts, New York:
Liverpool, July 19.—Georgic (Br), Roberts, New York:

Virginian (Br), Vipond, Montreal.

Virginian (Br), Upond, Montreal.

Montreal, July 20.—Hibernian (Br), Imrie, London; Domiton (Br), Mendus, Liverpool; Lake Eric (Br),

minton (Br), Mendus, Liverpool; Lake Eric (Br),

Carey, Liverpool; Hurona (Br), Donwood, London. PASSED.

PASSED.

Perim, July 20—Lennox (Br), McNair, YokohamaHlojo, Moji and Shanghai, for New York,
Fayal, July 20—Princess Irene (Ger), Petersen, New
York, for Naples and Genoa.

Scilly, July 20—Durendart (Ger), Timm, New York
for Hamburg, Orlfamme (Br), Stark, Philadelphia, for Havre and Rouen.

# Stern Brothers

LINEN COAT SUITS IN VARIOUS STYLES, ALSO WHITE AND EMBROIDERED MULLS, BATISTE, NET AND LACE DRESSES.

Also To-morrow

\$7.50, 12.75, 14.50

\$2.95, 3.50 to 7.95

### a large variety in Linen and Poplinette,